

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Division of Statewide Planning

TO: Michael Barton
Commissioner

DATE: July 21, 2003

THROUGH: John MacKinnon
Deputy Commissioner,
Highways and Public
Facilities

TELEPHONE NO: 465-4070
Fax Number: 465-6984

FROM: Jeff Ottesen
Acting Director

SUBJECT: 2003 AMATS
TIP Technical
Amendment #8
STIP #26

The adjusted 2003 year of the Anchorage Metropolitan Area Transportation System (AMATS) Transportation Improvement Program (TIP) is attached for your approval. Normally we would not require approval for a technical amendment of the STIP or TIP as it is simply adjusting for projects that are in the program. However, Federal Highway Administration has requested that the State approve technical amendments. The changes were approved by the AMATS Technical Committee on June 26, 2003.

AMATS has determined that the TIP conforms with the federal Clean Air Act as amended in 1990. This TIP adjustment did not trigger a new Air Quality Conformity Determination. The TIP remains in compliance with the Air Quality Conformity Determination approved on December 19, 2000. Projects may proceed upon your approval of the TIP.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have jointly certified that the Anchorage Metropolitan Area Transportation Study (AMATS) planning process meets the requirements of 23 CFR 450.334 and 23 USC Section 134 for metropolitan planning. The AMATS policy committee has been approved the AMATS 2002 self-certification.

July 21, 2003

Your approval of adjustments to the **2003 year only** of the AMATS TIP is recommended. The amounts in 2004 and beyond are not applicable and are not part of this approval.

Approved Mike Barton Date 7/23/03
Michael Barton
Commissioner

Attached: 2001 – 2003 AMATS TIP Technical Amendment #8

CC: David Miller, Division Administrator, FHWA w/attachment
Richard Krochalis, Regional Administrator, FTA w/attachment
Craig Lyon, MOA Planning, w/o attachment
David Post, DOT/PF Area Planner, w/o attachment

MEMORANDUM



STATE OF ALASKA

Department of Transportation and Public Facilities
Central Region

TO: Mike Barton
Commissioner

DATE: July 15, 2003

FAX NO.: 269-0521

FROM:  Michael J. Scott
 Regional Director
Central Region

PHONE NO.: 269-0515

SUBJECT: AMATS TIP Amendment #8

Please incorporate Amendment #8 to the Anchorage Metropolitan Area Transportation Solutions (AMATS) FY'01-03 Transportation Improvement Program (TIP) into the FY'03 Statewide Transportation Improvement Program (STIP). This is a minor amendment, which requires only the AMATS Technical Advisory Committee (TAC) approval. AMATS TAC approved this amendment and subsequently the AMATS Policy Committee also adopted the amendment on June 26, 2003. A copy of the Policy Committee's signature sheet is attached.

The AMATS TIP Amendment #8 was developed in conformance with all applicable federal requirements. This TIP amendment did not trigger the need for a new air quality conformity determination.

Please let me know if you have questions. Thank you.

DP/eh

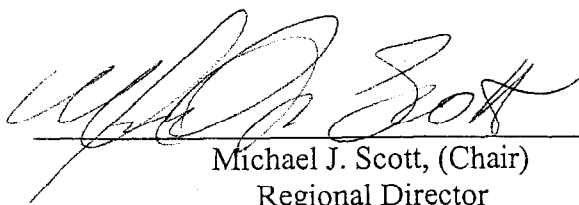
Attachments

**Anchorage Metropolitan Area Transportation Solutions
2001-2003 Transportation Improvement Program**

Amendment 8

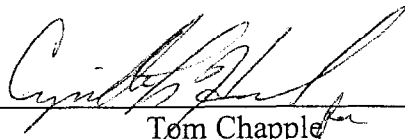
Approved: June 26, 2003

By the AMATS Policy Committee

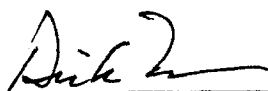


Michael J. Scott, (Chair)
Regional Director
Alaska Department of Transportation and Public Facilities

George Weurch
Mayor
Municipality of Anchorage



Tom Chapple
Director of Air and Water Quality
Alaska Department of Environmental Quality



Dick Traini
Chair
Anchorage Municipal Assembly



Doug Van Etten
Member
Anchorage Municipal Assembly

Table 1. TOTAL THREE-YEAR PROGRAM SUMMARY
AMATS FFY 2004-2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

TRANSPORTATION IMPROVEMENTS	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)				3-year total	% of 3-year Non-NHS \$	% of 3-year total TIP \$
	2003	2004	2005	2006			
Non-National Highway System							
Roadway Improvements <i>(Table 3)</i>	\$29,214	\$33,706	\$36,190	\$46,830	\$116,726	74.4%	36%
Transportation Enhancements <i>(Table 4)</i>	\$9,355	\$9,287	\$6,650	\$4,840	\$20,777	13.3%	6%
2004-2006 STIP Non-National Highway System Allocation from ADOT&PF's CTP(STP) & TRAAK(STP) programs [as of 5/03]	\$43,449	\$46,800	\$48,100	\$49,400	\$144,300		
Amount (-under) or over CTP+TRAAK funding allocation level	-\$4,880	-\$3,807	-\$5,260	\$2,270	-\$6,797		
Congestion Mitigation & Air Quality <i>(Table 5)</i>	\$7,880	\$6,807	\$8,260	\$4,230	\$19,297	12.3%	6%
2004-2006 STIP Non-National Highway System Allocation from ADOT&PF's CMAQ program [as of 5/03]	\$3,000	\$3,000	\$3,000	\$3,000	\$9,000		
Amount (-under) or over CMAQ funding allocation level	\$4,880	\$3,807	\$5,260	\$1,230	\$10,297		
AMATS Roadway Transfer Program <i>(Table 3a)</i>	\$1,730	\$0	\$0	\$0	\$0		0%
AMATS Non-NHS Major Arterial Rut Repair <i>(Table 3c)</i>	\$4,600	\$3,000	\$3,000	\$3,000	\$9,000		
<i>Non-National Highway System Subtotal for Non-NHS roads, transportation enhancements, CMAQ projects and Road Transfer</i>	\$52,779	\$52,800	\$54,100	\$58,900	\$156,800	100%	49%
Amount (-under) or over funding allocation level for all Non-National Highway System projects for roads, transportation enhancements, CMAQ projects and Road Transfer.	\$0	\$0	\$0	\$3,500	\$3,500		
National Highway System <i>(Table 6)</i>	\$19,060	\$19,550	\$27,700	\$27,610	\$74,860		23%
Transit Capital FTA Section 5307 to MOA <i>(Table 7)</i>	\$4,827	\$4,319	\$3,969	\$4,099	\$12,387		4%
Transit Capital FTA Section 5307 to ARRC <i>(Table 7)</i>	\$50	\$50	\$50	\$50	\$150		0%
Transit Capital FTA Section 5309 {Fixed Guideway, New Starts & Earmarks} to ARRC <i>(Table 7)</i>	\$21,305	\$13,029	\$13,029	\$43,029	\$69,087		21%
Transit Operating (FTA)	\$0	\$0	\$0	\$0	\$0		0%
TOTAL PROGRAM (Non-NHS + AMATS Road Transfer + NHS + FTA)	\$98,021	\$89,748	\$98,848	\$133,688	\$322,284		100%
Other Federal Funded Projects within AMATS <i>(Table 8)</i>	\$45,580	\$134,750	\$88,870	\$119,890	\$343,510		
National Highway System Improvements Outside AMATS boundaries, but within the MOA <i>(Table 9)</i>	\$11,800	\$12,000	\$6,500	\$23,800	\$42,300		
TOTAL FEDERAL FUNDING for Transportation Improvements within AMATS & the MOA	\$155,401	\$236,498	\$194,218	\$277,378	\$708,094		

Table 1a. TOTAL SIX-YEAR PROGRAM SUMMARY
AMATS FFY 2004-2006 TIP and 2007-2009 Illustrative Program (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							3-year total \$ (2004 - 2006)	% of 3-year Non- NHS (2004 - 2006)	% of 3-year total TIP (2004 - 2006)	6-year total \$ (2004 - 2009)	% of 6-year Non- NHS (2004 - 2009)	% of 6-year total TIP (2004 - 2009)
TRANSPORTATION IMPROVEMENTS	2003	2004	2005	2006	2007	2008	2009						
Non-National Highway System													
Roadway (Table 3)	\$29,214	\$33,706	\$36,190	\$46,830	\$41,040	\$29,800	\$17,150	\$116,726	72%	37%	\$204,716	69%	34%
AMATS Roadway Transfer Program (Table 3a)	\$1,730	\$0	\$0	\$0	\$0	\$0	\$0	\$0			\$0		0%
AMATS Non-NHS Major Arterial Rut Repair	\$4,600	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$6,000					
Transportation Enhancements (Table 4)	\$9,355	\$9,287	\$6,650	\$4,840	\$7,800	\$2,450	\$12,450	\$20,777	13%	7%	\$43,477	15%	7%
Congestion Mitigation & Air Quality (Table 5)	\$7,880	\$6,807	\$8,260	\$4,230	\$13,385	\$3,540	\$7,945	\$19,297	12%	6%	\$44,167	15%	7%
Non-National Highway System Subtotal	\$52,779	\$52,800	\$54,100	\$55,900	\$62,225	\$35,790	\$37,545	\$162,800	96%	51%	\$298,360	98%	49%
2004-2006 STIP Non-NHS Allocation for all projects	\$54,714	\$61,960	\$69,361	\$71,376	\$71,376	\$71,376	\$71,376	\$202,697			\$416,825		
Amount (-under) or over funding allocation level	-\$1,935	-\$9,160	-\$15,261	-\$15,476	-\$9,151	-\$35,586	-\$33,831	-\$39,897			-\$118,465		
National Highway System (Table 6)	\$19,060	\$19,550	\$27,700	\$27,610	\$72,800	\$70,500	\$62,000	\$74,860		23%	\$280,160		46%
Transit Capital FTA Sec 5307 to MOA Public Transportation (Table 7)	\$4,827	\$4,319	\$3,969	\$4,099	\$4,099	\$4,099	\$4,099	\$12,387		4%	\$24,684		4%
Transit Capital FTA Section 5307 to ARRC (Table 7)	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$150		0%	\$300		0%
Transit Capital FTA Section 5309 {Earmarks & Fixed Guideway} to ARRC (Table 7)	\$21,305	\$13,029	\$13,029	\$43,029	\$19,500	\$20,500	\$22,500	\$69,087		163%	\$131,587		150%
Transit Operating (FTA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		0%	\$0		0%
TOTAL PROGRAM (Non-NHS + AMATS Road Transfer + NHS + FTA 5307)	\$98,021	\$89,748	\$98,848	\$130,688	\$158,674	\$130,939	\$126,194	\$319,284		100%	\$603,204		100%
Other federally funded projects within AMATS Area (Table 8)	\$45,580	\$134,750	\$88,870	\$119,890	\$366,800	\$483,400	\$484,150	\$343,510			\$1,677,860		
National Highway System Improvements Outside AMATS, but within the MOA (Table 9)	\$11,800	\$12,000	\$6,500	\$23,800	\$41,260	\$2,000	\$2,000	\$42,300			\$87,560		
TOTAL FEDERAL FUNDING FOR TRANSPORTATION IMPROVEMENTS WITHIN AMATS AND THE MUNICIPALITY	\$155,401	\$236,498	\$194,218	\$274,378	\$566,734	\$616,339	\$612,344	\$705,094			\$2,368,624		

Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

Table 3a. AMATS Road Transfer Program AMATS FFY 2004-06 TIP											
	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Est total project cost
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2003	2004	2005	2006	2007	2008	2009		
1	Victor Road Reconstruction [Dimond Boulevard to 100th Avenue] - Project would upgrade this roadway to minor arterial standards to include a minimum 3-lane section, pedestrian facilities, lighting, storm drainage, and landscaping. Construction completion is estimated in2005.	2003-05 - ROW/Util/Con	\$1,730	\$2,750	\$2,750	\$0	\$0	\$0	\$0	\$0	\$8,230
	Annual Totals		\$1,730	\$2,750	\$2,750	\$0	\$0	\$0	\$0	\$0	\$8,230
	Note: This is a proposed continuation of a FFY2001-2003 TIP Program. A pilot program called the "AMATS Road Transfer Program" was recommended as a new approach to address the reconstruction needs of several state-owned minor roadways in Anchorage. The intent of this program is to expedite improvements to selected roadways throughout Anchorage. The program would allow the Municipality of Anchorage to select State-owned roads that both need reconstruction and for which the Municipality would accept ownership and future maintenance responsibilities, once the road is reconstructed to urban standards. Funding for this program was proposed as separate from, and in addition to, the AMATS allocation for other roadways, transportation enhancements, and CMAQ type projects. An amendment to the 2001-03 program added funding for projects 2-7. However, the anticipated funding was not incorporated into the 2004-06 Statewide Transportation Improvement Program. It is not certain whether funding for the coninuation of these program will be added into a future STIP amendment	Funding levels shown are from the 2004-06 pre-draft STIP.									
2	72nd Avenue/Spruce Street/Lore Rd Upgrade [Lake Otis Parkway to Abbott Loop Road] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping.	2003-PE 2004-D/ROW 2005-ROW/Util 2006-Util/Con	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
3	Johns Road Upgrade/Reconstruction [Highview Drive to Klatt Road] - This project includes reconstruction of existing facilities between Klatt Road and Pettis Road and the upgrade to urban collector standards between Pettis Road and Highview Drive. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping.	2003-PE 2004-D/ROW 2005-ROW/Util 2007-Util/Con	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
4	80th Avenue Upgrade [Lake Otis Parkway to Spruce Street] - This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping.	2003-PE 2004-D/ROW 2005-ROW/Util 2007-Util/Con	\$230	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$230

Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Est total project cost
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2003	2004	2005	2006	2007	2008	2009		
5-	36th Avenue Upgrade [Patterson Street to Muldoon Road] – This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping.–	2004-PE 2005-D/R 2006-R/U 2008-Util/Con	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6-	88th Avenue Upgrade [Hartzell Road to Lake Otis Parkway] – This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping. The west end of the project may not require an upgrade as it improved in 2002 by a private contractor.	2004-PE 2005-D/ROW 2006-ROW/Util 2008-Util/Con	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7-	88th Avenue Upgrade [Spruce Street to Abbott Loop Road] – This project would upgrade this roadway to urban collector standards. Improvements are expected to include pavement, curbs, storm drainage, street lighting, pedestrian facilities, and landscaping.–	2004-PE 2005-D/ROW 2006-ROW/Util 2008-Util/Con	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			\$980	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$980

Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Est total project cost			
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06						10/06 - 09/07	10/07 - 09/08	10/08 - 09/09
			2003	2004	2005	2006						2007	2008	2009
Table 3b. Highway Safety Improvement Program Set Aside														
1	GROUP 1a: 5th/6th @ A/C Signal, Downtown Curb Bulb project and Downtown one-way signing project.	2002-PE 2003-Con	\$353	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$353			
2	GROUP 1b: 8th Ave. @ E & G Sts. Lane Use Controls and C St. @ 7th Ave.	2002-PE/Util 2003-ROWUtil/Con	\$110	\$291	\$0	\$0	\$0	\$0	\$0	\$0	\$401			
3	GROUP 2: NLB @ Rose St.	2002-PE 2003-Con	\$101	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$101			
4	GROUP 2a: DeBarr Rd @ Norine and Huffman @ Hace	2002 PE/D 2003-Util/Con	\$149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$149			
5	GROUP 2b: Huffman Rd @ Seward E. Ramp and Tudor Rd @Eau Clair Place	2002-PE/D 2003-Con	\$356	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$356			
6	GROUP 3a: Old Seward Hwy, Dimond to 88th and Lake Otis from NLB to Tudor	2003-PE/D 2004-D/ROW/Util/Con	\$150	\$1,115	\$0	\$0	\$0	\$0	\$0	\$0	\$1,265			
7	GROUP 3b: Old Seward Hwy, 36th - 40th	2002 - PE/D 2004 - Util/Con	\$0	\$262	\$0	\$0	\$0	\$0	\$0	\$0	\$262			
8	GROUP 4b: Boniface @ NLB and Midtown Corridor (Benson Blvd to 36th and C St to Denali)	2003-PE/D 2004-D/Util/Con	\$150	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,150			
9	Raspberry Road @ Northwood Street Channelization Improvements (Non-NHS)	2003-PE/Util/Con	\$71	\$69	\$0	\$0	\$0	\$0	\$0	\$0	\$140			
10	Gambell Street & Ingra Street: 15th Avenue to Fireweed Lane Channelization Improvements (NHS)	2003-PE/D/ROW 2004-D/Con	\$76	\$214	\$0	\$0	\$0	\$0	\$0	\$0	\$290			
11	International Airport Road @ Old Seward Highway Channelization Improvements (NHS)	2003-PE/D/Util 2004-ROW/Con	\$131	\$419	\$0	\$0	\$0	\$0	\$0	\$0	\$550			
12	GROUP 5a: Combination of 3 projects: 36th Avenue: Arctic Blvd to C Street 5 Lane Conversion, Arctic Boulevard @ Potter Drive Channelization & Sight Distance Improvements & Arctic Boulevard @ Chugach Way Channelization Improvements.	2003-PE/D 2004-D/Util/ROW 2005-Con 2006-Con	\$200	\$376	\$1,335	\$1,068	\$0	\$0	\$0	\$0	\$2,979			
13	Central Region Low Bridge Clearance Signing Project (NHS)	2003-PE/D/Con	\$210	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210			
14	Eklutna River Bridge Overheight Vehicle Detection	2003-PE/D 2004 - Util/Con	\$50	\$317	\$0	\$0	\$0	\$0	\$0	\$0	\$367			
15	GROUP 4a: Muldoon Road: 20th Avenue to 36th Avenue Corridor Improvements	2003-PE/D/Util/Con 2004-Util/Con	\$725	\$925	\$0	\$0	\$0	\$0	\$0	\$0	\$1,650			
	Annual Totals		\$2,832	\$4,988	\$1,335	\$1,068	\$0	\$0	\$0	\$0	\$10,223			

Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Est total project cost
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2003	2004	2005	2006	2007	2008	2009		
	<i>Note: This is a proposed continuation of a 2001-2003 TIP Program.</i>										
	<i>A pilot program called the "Highway Safety Improvement Program" is recommended as a new approach to address the safety improvement needs of several roadways in Anchorage. The intent of this program is to expedite safety improvements to selected roadways throughout Anchorage. Funding for this program is separate from, and in addition to, the AMATS allocation for other roadways, safety projects, transportation enhancements, and CMAQ type projects. Funding levels shown are from the pre-draft 2004-06 Statewide Transportation Improvement Program.</i>										

Tables 3a, 3b, 3c.
AMATS FFY 2004- 2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Est total project cost
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2003	2004	2005	2006	2007	2008	2009		
Table 3c. Non NHS Major Arterial Rut Repair											
1	Boniface Parkway, Tudor Road - DeBarr Road Formerly listed as Project #26 in Table 3.	2003-Util/Con	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400
2	Airport Heights, Glenn Highway - DeBarr Road	2003-Util/Con	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550
3	Lake Otis Parkway, Northern Lights Blvd - Tudor Road	2003-Util/Con	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
4	A/C Couplet [6th Avenue - 42nd Avenue] - Project rehabilitates pavement surfaces; some minor base work is expected. Project does not include landscaping or other streetscape improvements. Formerly listed as Project #25 in Table 3.	2003-Util/Con	\$1,050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050
5	Jewel Lake Road, Dimond Blvd - 88th Ave	2004-Util/Con	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500
6	Old Seward Highway, Huffman Road - Dearmoun Road	2004-Util/Con	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
7	Klatt Road, Old Seward Highway - C Street	2005-Util/Con	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
8	I/L Couplet, 3rd Avenue - 5th Avenue	2005-Util/Con	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500
9	Non NHS Major Arterial Rut Repair - Placeholder		\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$1,500
	Annual Totals		\$4,600	\$3,000	\$3,000	\$0	\$0	\$0	\$0	\$0	\$12,500
	Note: This is a proposed continuation of a 2001-2003 TIP Program.										
	A pilot program called the "Non NHS Major Arterial Rut Repair" is recommended as a new approach to address the pavement improvement needs of roadways in Anchorage. The intent of this program is to expedite needed pavement improvements to selected roadways throughout Anchorage. Funding for this program is separate from, and in addition to, the AMATS allocation for other roadways, safety projects transportation enhancements, and CMAQ type projects. Funding levels shown are from the pre-draft 2004-06 Statewide Transportation Improvement Program.										

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	needs after	total project
			2003	2004	2005	2006	2007	2008	2009	2009	cost 2001-09
Constr ucting	Dowling Road Reconstruction [Lake Otis Parkway to Old Seward Highway] - Construction scheduled to be completed in summer 2003.	2001-03 - Util/C	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,050
Constr ucting	C' Street Reconstruction Phase II [International Airport Road to Dimond Boulevard] - Construction scheduled to be completed in summer 2003.	2002-2003-Util/C	\$10,205	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,860
Constr ucting	Old Glenn Highway Rehabilitation [Artillery Rd to N. Eagle River exit]	2001-02 - D/Util/ROW/C	\$825	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,400
1	Dowling Road Extension/Reconstruction [Minnesota Drive to Old Seward Highway] - Connect Minnesota to 'C' Street and continue to Dowling Road. Location and size of improvements to be determined. Project to include replacing bridge over Campbell Creek (\$6.8M), lighting, drainage, landscaping, trail and pedestrian improvements.	2004 - D 2005 - ROW/Util 2009+ - Util/Con	\$0	\$2,300	\$6,400	\$0	\$0	\$0	\$0	\$16,200	\$26,250
2	C' Street Construction Phase III [Dimond Boulevard to O'Malley Road] - Construct a new road link south of Dimond Boulevard to O'Malley Road, including lighting, drainage, landscaping and pedestrian facilities (a segment of the North/South Trail) The '03 funds supplement the GARVEE program shown in Table 8.	2002-03 - D/ROW 2004 - Util/Con	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500
3	C' Street Construction Phase IV - Alaska Railroad Crossing at Raspberry Road -	2005 - D 2007 - ROW 2008 - Construct	\$0	\$0	\$1,000	\$0	\$4,500	\$5,500	\$0	\$0	\$11,000
4	O'Malley Road Reconstruction [Seward Highway to Hillside Drive] - Reconstruct the roadway to improve safety and capacity at intersections and improve pedestrian facilities. Landscaping @ 5% of Construction \$ = to be determined.	2003 - D 2004-05- ROW/Util 2006 - Util/Con	\$100	\$750	\$1,800	\$14,500 <div>Increase by \$405k</div>	\$0	\$0	\$0	\$0	\$17,650
5	Highway Safety Improvement Projects (HSIP) - See New Table 11	see Table #11	\$1,352	\$2,971	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$0	\$10,323
6	Fireweed Lane Reconstruction [Spenard Road to Seward Highway] - Project is recommend to reconstruct the existing 4-lane street to a 2-lane street with a center turn lane Intersections at A and C Streets will be improved and pedestrian improvements will be included. Note: this project originated (PE/D) in the HSIP above, however the scope of the project has grown and is recommended to included elements beyond the HSIP program. Recommend combining with 7 and 18 below for economy.	2004 - ROW 2006 - Util/Con	\$0	\$250	\$0	\$2,400 <div>Construction funding for Fireweed Lane and Spenard Road moves to '06</div>	\$0	\$0	\$0	\$0	\$3,050

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)				10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06				needs after	total project
			2003	2004	2005	2006				2009	cost 2001-09
7	Spenard Road (Fireweed Lane to Minnesota Drive) - Project is recommend to reconstruct the existing 4-lane street to a 2-lane street with a center turn lane. Intersections will be improved and pedestrian improvements will be included. Note: this project originated (PE/D) in the HSIP above, however, the scope is sufficiently big it is recommended to be a stand alone project and combined with 6 above AND project 18 below, to achieve a degree of economy for project development.	2004 - D 2005 - ROW 2006 -Util/Con	\$0	\$500	\$250	\$2,400	\$0	\$0	\$0	\$0	\$3,150
8	DeArmoun Road Reconstruction Phase II [140th Avenue to Hillside Drive] - Project involves reconstruction of the existing alignment, improving pavement condition, and pedestrian facilities.	2004 - ROW 2006 - Util/Con	\$0	\$3,000	\$0	\$7,250	\$0	\$0	\$0	\$0	\$11,350
						Construction moves out one year					

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)				10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06				needs after	total project
			2003	2004	2005	2006				2009	cost 2001-09
9	Pavement Replacement Program - This program will provide a single funding source for several pavement overlay and/or replacement projects. Improvements are also expected to include ADA and some existing curb and sidewalk repair. Program is expected to include, but not be limited to, pavement replacement for the following routeswith estimated construction year - Lake Otis Parkway [DeBarr Road to Northern Lights Boulevard]; 9th Avenue ['L' Street to Ingra Street]; Bragaw Street [Glenn Highway to DeBarr Road]; Lake Otis Parkway [Northern Lights Boulevard to Tudor Road]; Dimond Boulevard [Jodphur Road to Jewel Lake Road].	See Table #10 for project schedules	\$1,400	\$4,800	\$3,000	\$3,300	\$3,000	\$4,000	\$4,000	\$0	\$25,725
10	Eagle River Loop Road Reconstruction [Old Glenn Highway to Eagle River Road] - Reconstruct to arterial standards including shoulders, turn lanes, pedestrian facilities, lighting and landscaping. Landscaping @ 5% of Construction \$ = \$535,000.	2003 - D 2004 - ROW 2006 - Util/Con	\$210	\$3,350	\$0	\$7,200	\$5,350	\$0	\$0	\$0	\$17,360
11	Old Seward Highway Reconstruction [O'Malley Road to Brandon] - Project will separate turning movements from through traffic, and improve access to adjacent commercial properties. Landscaping @ 5% of Construction \$ = \$300,000.	2003 - D 2005 - ROW 2007 - Util/Con	\$250	\$0	\$2,400	\$0	\$8,640	\$0	\$0	\$0	\$12,590
12	Dowling Road Extension/Reconstruction [Lake Otis Parkway to Abbott Loop Road] - Funding shown in the 2004-06 program years are placeholder amounts should the EAST study identify it as a preferred alternative.	2005 - PE 2006 - D 2007 - ROW 2008 - Con	\$0	\$0	\$750	\$750	\$2,500	\$7,000	\$0	\$0	\$11,000
13	Eklutna River Bridge Rehabilitation/Replacement at Old Glenn Highway - Project to rehabilitate or replace the existing bridge. A new structure would have a design life of 50+ years and would include two travel lanes, shoulders, one pathway, and railing.	2004 - Util/Con	\$0	\$4,220	\$0	\$0	\$0	\$0	\$0	\$0	\$4,720
14	Old Glenn Highway Reconstruction [rural section, North Eagle River Exit to Peters Creek] - Project evaluates existing alignment, pavement conditions and pedestrian facilities. Project to be constructed in phases. (<i>Advance Construct?</i>)	2002-03 - D/ROW/Util/C 2004 -ROW 2005 - Con	\$4,800	\$1,700	\$5,190	\$0	\$0	\$0	\$0	\$0	\$13,242

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	needs after	total project
			2003	2004	2005	2006	2007	2008	2009	2009	cost 2001-09
15	Victor Road Reconstruction [Dimond Boulevard to 100th Avenue] <i>AMATS Road Transfer Program</i> - This program was intended as a new approach to address the reconstruction needs of several state-owned minor roadways in Anchorage to expedite improvements to selected roadways throughout Anchorage using funds above and beyond AMATS' normal funding allocation. The program would allow the Municipality of Anchorage (MOA) to select State-owned roads that both need reconstruction and for which the MOA would accept ownership and future maintenance responsibilities, once the road is reconstructed to urban standards. However, the anticipated funding was not incorporated into the pre-draft 2004-06 Statewide Transportation Improvement Program. Staff recommends completion of this project utilizing AMATS' normal allocation with the agreement that the MOA will not accept ownership and future maintenance responsibilities after its completion.	<i>See Table 3a for project schedule</i>	\$0	\$0	\$7,600	\$0	\$0	\$0	\$0	\$0	\$7,600
16	DeArmoun Rd Reconstruction Phase I [Westwind Dr to 140th Avenue] - This project reconstructs the existing alignment, improving pavement condition and pedestrian facilities from Westwind to Hillside Drive. <i>(Phase II construction is from 140th Avenue to Hillside.) (Advance Construct)</i>	2001 - ROW 2002-D/ROW 2003 & 04 - D/Util/Con	\$2,325	\$5,565	\$0	\$0	\$0	\$0	\$0	\$0	\$8,970
17	Abbott Loop Road Extension/Reconstruction [48th Avenue to Abbott Road] -	Moved to Table 8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)				10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	Est funding needs after 2009	Estimated total project cost 2001-09
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06					
			2003	2004	2005	2006					
18	Spenard Road Rehabilitation [Hillcrest Drive to the Minnesota Drive On-ramp] - Project will rehabilitate Spenard Road, and includes pedestrian facilities. Recommend combining this project with 7a and 7b above for economy of design and public involvement.	2004 - ROW 2006 - Util/Con	\$0	\$150	\$0	\$430 <small>Construction moves to '06</small>	\$0	\$0	\$0	\$0	\$805
19	Huffman Road Reconstruction [Old Seward Highway to Lake Otis Parkway] - Reconstruct & widen, as required, to meet future traffic demand. Provide missing links in pedestrian facilities, lighting, intersection improvements, and minimal landscaping. Intersection improvments at Pintail may also be incorporated into this project.	2003 - D 2004 - ROW 2007 - Util/Con	\$500	\$1,500 <small>Increase of \$1,000K</small>	\$0	\$0 <small>Estimated Construction in 2006 James J. Armstrong</small>	\$5,500	\$0	\$0	\$0	\$7,500
20	Dimond Boulevard Rehabilitation [Jewel Lake Road to Seward Highway] - '02 funding contained in Table 3c for scheduled construction this summer.	Moved to Table 3c	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$320
21	Eagle River Road Rehabilitation [MP 5.3 to MP 12.6] - Upgrade the road with widened shoulders for pedestrians, improved visibility, and repavement. No landscaping improvements recommended. (Project to include parking improvements at Eagle River Nature Center. Not eligible.)	2003 - D 2004 - ROW 2005 - Util/Con	\$500	\$1,000 <small>Increase of \$400K</small>	\$5,050 <small>potential advance construct designation to deliver project on schedule</small>	\$4,950	\$0	\$0	\$0	\$0	\$12,000
22	Abbott Road Reconstruction [Lake Otis Parkway to Birch Road] - Improvements are not specific at this time, but could range from an improved 2-lane to 4-lane roadway, depending on long-term traffic need. Will include intersection and pedestrian improvements. Landscaping @ 5% of Construction = to be determined.	2004 - PE/D 2005 - ROW 2007+ - Util/Con	\$0	\$900	\$0	\$400 <small>ROW moves to '06</small>	\$0	\$7,400	\$0	\$0	\$8,700
23	'A'/'C' Couplet Pavement Rehabilitation [6th Avenue to 40th Avenue] - Project rehabilitates pavement surfaces; some minor base work is expected. Project does not include landscaping or other streetscape improvements.	Moves to table 3c	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
24	Boniface Parkway Rehabilitation [DeBarr Road to Tudor Road] - Resurface, restore, rehabilitate roadway, and includes evaluation of foundation/base stabilization, safety, drainage, landscaping and trails.	Moves to table 3c	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
25	Whitney Road Reconstruction [North 'C' Street to Post Road] - Project to upgrade road to urban industrial standards. Improvements include curbs, lighting, pedestrian facilities, and some landscaping.	2006 - PE 2007 - D 2007+ - ROW/Util/Con	\$0	\$0	\$0	\$750 <small>Project moves out two years due to recent PM&E surface rehab in 2004</small>	\$500	\$0	\$500	\$5,250	\$7,000

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	needs after	total project
			2003	2004	2005	2006	2007	2008	2009	2009	cost 2001-09
26	Huffman Road Intersection Improvements [at Elmore, Lorraine and Pintail] - Project will reconstruct three intersections along Huffman Road to current standards, providing turning opportunities and sight distance improvements. (** At this time, the project is being reviewed by MOA Depts of Public Works and Planning in an effort to expedite completion of the Elmore/ Huffman Rd intersection improvement with the Elmore Road improvements, utilizing other funding sources.) Pintail improvements may be included into Project #19.	2003 - Util/Con	\$2,997	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,997
27	Anchorage Areawide Railroad Grade Separations - Study to review/analyze potential grade separations and recommend a program for improvements.	2004 - Study	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250
a	Lake Otis Parkway Reconstruction [Northern Lights Blvd. - Debarr Road] - Project involves reconstruction of the existing alignment to increase capacity and to improving pavement condition and pedestrian facilities.	2004 - PE 2006 - D 2007- ROW 2009- Util/Con	\$0	\$500	\$0	\$500	\$750	\$0	\$1,500	\$11,000	\$14,250

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)				10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06				needs after	total project
			2003	2004	2005	2006				2009	cost 2001-09
b	Ingra/Gambell Extension to Whitney Road - The extension of Ingra/Gambell Streets, combined with the improvements to Whitney and Oceandock Roads, will provide a new alternative truck access in and out of Ship Creek. Ranked #1 in the PC approved Ship Creek Multi-Modal Transportation Plan among new projects not in the 2001-03 TIP. Also recommended to begin concurrently with Project #25.		\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$25,000	\$26,000
					Project scope and cost will be examined as part of Kolk Arm crossing funding contained in Table B, Project F						
c	Caravelle Drive Upgrade and Reconstruction [Raspberry Rd to Jewel Lake Rd] - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.	2007-Con	\$0	\$0	\$0	\$0	\$3,100	\$0	\$0	\$0	\$3,100
d	35th Avenue/McRae Street Upgrade - [Wisconsin St. to Spenard Rd] - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.	2007-Con	\$0	\$0	\$0	\$0	\$4,200	\$0	\$0	\$0	\$4,200
e	Dimond Blvd Upgrade [Jodphur to Sand Lake Rd] - This project is currently programmed in the Municipal Capital Improvement Program. Preliminary Engineering, Design, Right-of-Way and Utility funding proposed with local bonds.	2008-Con	\$0	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$4,400
f	Old Seward Highway Reconstruction [Rabbit Creek Road to Potter Valley Road] - This project would rehabilitate this portion of the Old Seward Highway to collector standards with a separated trail. Project would improve conditions and roadway width by adding shoulders. Project would also safety and sight distance while providing separation of pedestrian and vehicular traffic.	2004/5 - Design 2007 - ROW 2008+ Construct	\$0	\$0	\$500	\$0	\$500	\$0	\$7,000	\$0	\$8,000
					Project moves out one year						
g	Hiland Road - Reconstruct 7.32 miles of the existing two-lane Hiland Road from Mile 1 to end of road to current standards. Improvements may include widening roadway, adding shoulders, improving visibility, reducing grades, and possible trails, where practical and feasible. A possible realignment of the existing roadbed between Riverview Estates Subdivision and Eagle River Loop Road may also be a part of the project depending on the outcome of the proposed alternative route study. Ranked #1 in the TAC approved Chugiak/Eagle River LRTP update among new projects not in the 2001-03 TIP.	2005 - PE 2007 - D 2009 ROW/Util 2009+ - C	\$0	\$0	\$750	\$0	\$500	\$0	\$1,000	\$22,000	\$24,250
					Project moves out one year						

Table 3. ROADWAY IMPROVEMENTS
AMATS FFY 2004-2006 DRAFT TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							Est funding	Estimated
			10/02 - 09/03	10/03 - 09/04	10/04 - 09/05	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09	needs after	total project
			2003	2004	2005	2006	2007	2008	2009	2009	cost 2001-09
h	Right Turn Lane Program - According to the Congestion Management System “Status of the System Report” intersections at various critical locations on the Anchorage transportation network are often the cause of bottlenecks or delays. This program will identify potential project locations as well as design and construct the improvements. Ranked as the highest priority in the recently proposed 04-06 CMAQ program.	2005 - 2009 Implementation	\$0	\$0	\$500	\$500	\$500	\$500	\$500	\$0	\$2,500
I	Homestead Road - Construct 0.66 miles of new collector roadway from Oberg Drive to Voyles Boulevard. The project may include construction of trail. Ranked #2 in the TAC approved Chugiak/Eagle River LRTP update among new projects not in the 2001-03 TIP.	2006 - PE 2007 - D 2009 ROW/Util/C	\$0	\$0	\$0	\$500	\$500	\$0	\$650	\$1,000	\$2,650
	The contingency list of projects for each year will consist of the following year's projects.	ANNUAL TOTALS	\$29,214	\$33,706	\$36,190	\$46,830	\$41,040	\$29,800	\$17,150	\$80,450	\$370,352
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of November 2002] = approx. \$46.8m in 2004, \$48.1m in 2005, and \$49.4m in 2006.		\$46,449	\$46,800	\$48,100	\$49,400	\$50,800	\$52,300	\$54,300		\$267,499
	Approximate percentage (%) for roadways		63%	68%	71%	89%	76%	54%	30%	6-year Average=	73%
	Amount under /(over) projected total funding level		\$17,235	\$13,094	\$11,910	\$2,570	\$9,760	\$22,500	\$37,150		

Table 4. TRANSPORTATION ENHANCEMENTS
AMATS FFY 2004-2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

Jan/01 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Estimated total project cost 2001-09
			10/02 - 09/03	10/04 - 09/05	10/05 - 09/06	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2003	2004	2005	2006	2007	2008	2009		
1	Pedestrian Safety and Accessibility Improvements - Construct ramps, walkways, and curbcuts for pedestrians at various locations, to be determined. Includes ADA compliance improvements. Project in '04 will analyze access to schools community-wide, and promote specific projects to provide pedestrian connections where none currently exist and where other funding sources are not available.	2001 - 2006 D/ROW/Util/C	\$1,466	\$325	\$250	\$250	\$250	\$250	\$250	\$0	\$3,991
				Adds Project #15 funding in '04							
2	Ship Creek Trail Phases I, II, III, IV & V - Project will extend the Coastal Trail 4 miles, from current terminus at 2nd Avenue via Ship Creek to Glenn Hwy & connection to Government Hill. Future construction segments to be finalized following completion of design. Phase V will provide trail access across Ship Creek via a new bridge, and cross the ARRC tracks to provide a connection to Government Hill.	2003 - D/Util/Con 2004 - Util/Con 2005 - Util/C 2006 - Util/Con	\$4,206	\$3,612	\$2,600	\$0	\$3,200	\$0	\$0	\$0	\$14,818
			Increase of \$250k	Latest Construction estimates for '04 with a \$500k increase			New phase and estimate moves out to '07 per PM&E				
3	Campbell Creek Trail Connection [Seward Highway to Tudor Road Crossing] - Project extends the existing Campbell Creek trail approximately 2.5 miles, and completes a key missing segment on the Anchorage trails network. Project does not include grade separations at Seward Highway or trail connection between Old Seward and New Seward Hwys. The grade separation will be included in the NHS Seward Hwy at International Airport Road grade separation project. \$300,000 of the '03 funding used to examine grade separation feasibility at Lake Otis Parkway.	2003 - PE/Con	\$448	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,848
4	Chester Creek Trail Connection [Tudor Road Crossing to Goose Lake] - Project provides a connection from the Tudor Crossing to east of University Lake, minimizing impacts to neighborhoods and APU. Project also includes a multi-use paved trail connecting UAA student housing with main campus on Providence Drive.	2004 - PE/D/ROW/Util 2005 - Util/Con	\$0	\$2,100	\$2,450	\$0	\$0	\$0	\$0	\$0	\$5,050
5	Midtown Trail - Improve trail connection from Downtown to Midtown area along 'A'/C' Couplet. Focus is likely from Fireweed Lane to Tudor Road along the 'A' St corridor. Road intersection improvements are likely, but no grade separations are proposed.	2003-04- D/ROW/Util/Con	\$100	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995
			'03 and '04 increased by \$50k and \$40k			Erroneous '06 funding deleted					
6	5th & 6th Avenues Pedestrian Safety and Landscaping Improvements ['C' Street to Gambell Street] - Project to include an assessment of streetscape issues, street lighting and decorative improvements along the corridor. No additional ROW is programmed.	2005 - D 2007 - Util/C	\$0	\$0	\$250	\$0	\$1,000	\$0	\$0	\$0	\$1,250
7	Anchorage Areawide Trails Rehabilitation - Project will analyze existing pathways for rehabilitation needs community-wide and promote specific projects to rehabilitate those existing pathways. The scope is primarily expected to include pavement replacement. Project to complement existing MOA/CIP program.	2004-06 PE/D/Util/C	\$0	\$600	\$600	\$600	\$600	\$600	\$600	\$0	\$3,900
8	Eagle River Greenbelt Access and Pathway - Construct 12 miles of new trail in the Eagle River Greenbelt, connecting the Briggs Bridge with the Visitor Center. Many new trails will be built and interpretive displays on the trails and at the trailheads.	2005 - D 2007 - ROW 2009- Construct	\$0	\$0	\$500	\$0	\$750	\$0	\$5,500	\$0	\$7,250
							Project moves out two years				
9	Glenn Highway Trail Rehabilitation [Muldoon Road to North Birchwood Loop] - Project to resurface existing trail, formalize a parking facility near the weight station and to construct a memorial pull-out.	2006 - Util/C	\$0	\$0	\$0	\$2,640	\$0	\$0	\$0	\$0	\$2,790
						Project moves out one year					
10	Muldoon Road Landscaping and Pedestrian Improvements [Regal Mountain to Bartlett Dr] - This funding will construct additional pedestrian amenities and minimal landscaping for the remainder of the corridor.	2003 - D/Util/C 2004 - Util/C	\$2,385	\$1,150	\$0	\$0	\$0	\$0	\$0	\$0	\$3,865

Table 4. TRANSPORTATION ENHANCEMENTS
AMATS FFY 2004-2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

Jan/01 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	FEDERAL FISCAL PROGRAMMING YEAR (\$,000)							Est funding needs after 2009	Estimated total project cost 2001-09
			10/02 - 09/03	10/04 - 09/05	10/05 - 09/06	10/05 - 09/06	10/06 - 09/07	10/07 - 09/08	10/08 - 09/09		
			2003	2004	2005	2006	2007	2008	2009		
11	Coastal Trail (Southern Extension) - This project will extend the existing Coastal Trail south from Kincaid Park to Potter Marsh. (trail route to be selected). Future funds are shown as rough estimate planning placeholders; actual cost to be determined, based on route. Project anticipated to be designed and constructed in phases.	2003 - PE/D 2004-05 - ROW? 2007+ - Util/C	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,450
12	Glenn Highway Trailhead Improvements [at Thunderbird Falls, Peters Creek, and South Fork of Eagle River] - Construct/improve existing trailheads with pedestrian and ADA (barrier-free) access routes near the trailhead parking areas.	2006 - PE/D 2007+ - ROW/Util/C	\$0	\$0	\$0	\$100	\$300	\$0	\$2,600	\$0	\$3,000
13	Campbell Tract Trail and Trailhead Improvements - Enhance trailheads and parking, as well as remove ADA impediments, provide interpretive displays. (Parking lot known as the Buckner Trailhead Parking Area). Project provides an increase of 17 parking spots, for a total of 25, will provide for one entrance road instead of two, will improve layout, and will re-vegetate the area.	2006 - PE/D 2007-08 - Util/C	\$0	\$0	\$0	\$50	\$50	\$400	\$0	\$0	\$500
14	Anchorage Areawide Sidewalks/Access to Schools - Analyze access to schools community-wide, and promote specific projects to provide pedestrian connections where none currently exist and where other funding sources are not available	2006 - Study	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Dimond Boulevard Pedestrian and Landscaping Improvements [Jewel Lake Road to Old Seward Highway] - Project provides landscaping and pedestrian enhancements.	2005 - PE/D/ROW/Util 2006 - Util/C	\$0	\$0	\$0	\$150	\$350	\$0	\$0	\$0	\$500
16	Potter Marsh Trailhead and Access Improvements - Will enhance parking lot, provide some new boardwalk connections at Potter Marsh Critical Habitat Area, and connect the Bird Treatment Learning Center on the Old Seward Hwy to the existing boardwalk. PE and design funded in previous program. Project recommended to be completed in phases due to substantial increase in construction cost estimates.	2003 - D 2004 - Util/C 2006+ - Util/C	\$50	\$0	\$0	\$150	\$500	\$500	\$0	\$0	\$1,200
a	Coastal Trail to Northern Lights at Fish Creek - This project will provide a connection from the existing Coastal Trail to Northern Lights Boulevard. Trail connections are shown on the Areawide Trails Plan along the ARR right of way or along the Fish Creek Estuary. Project could examine both options and construct the best connection for this one mile link.	2006 - PE/Design 2007+ - Util/C	\$0	\$0	\$0	\$150	\$0	\$350	\$0	\$1,500	\$2,000
b	Javier de la Vega Park to Campbell Trail - This project will provide a trail connection from Javier de la Vega Park through Connors Bog and connect to the existing Campbell Creek Greenbelt Trail at Minnesota and Dimond.	2006 - PE/D 2007+ - Util/C	\$0	\$0	\$0	\$150	\$0	\$350	\$0	\$2,000	\$2,500
c	Campbell Creek Trail Grade Separation [Lake Otis Parkway] - Project provides for a grade separated crossing at Lake Otis Parkway near Campbell Creek. PE funding was added in 2003 to examine a proposed route.	2006-PE/D 2007+ D/ ROW/Con	\$0	\$0	\$0	\$500	\$800	\$0	\$3,000	\$0	\$0
d	South Anchorage Sports Park to Campbell Trail - This project and C Street Phase III pedestrian improvements both contained in the Areawide Trails Plan.	2006 - PE/D? 2007+ - Util/C	\$0	\$0	\$0	\$100	\$0	\$0	\$500	\$2,000	\$2,600
	The contingency list of projects for each year will consist of the following year's projects	ANNUAL TOTALS	\$9,355	\$9,287	\$6,650	\$4,840	\$7,800	\$2,450	\$12,450	\$5,500	\$58,507
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of May 2003] = approx. \$46.8m in 2004, \$48.1m in 2005, and \$49.4m in 2006.		\$46,449	\$46,800	\$48,100	\$49,400	\$50,800	\$52,300	\$54,300	\$11,000	\$267,499
	Approx. Percentage (%) for Transportation Enhancement Improvements is 15%,)		20%	19%	13%	9%	14%	4%	22%		14%
	Estimated % of total funds for trail type improvements		11%	13%	13%	8%	12%	3%	22%		12%
	Estimated % of total funds for roadway type enhancements		9%	6%	1%	1%	3%	0%	0%		2%
	Amount under / (over) projected funding level		\$37,094	\$37,513	\$41,450	\$44,560	\$43,000	\$49,850	\$41,850		\$208,992

Table 5. CONGESTION MITIGATION AIR QUALITY
AMATS FFY 2004-2006 TIP (June 2003)
(including FFY 2001-2003 Amendment #8 for 2003)

Jan/03 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR , (\$,000)			10/05-9/06	10/05 - 9/05	10/07 - 9/08	10/08 - 9/09	Est. funding needs after 2009	Estimated total project costs 2001-09
			10/02-9/03	10/03-9/04	10/04-9/05						
			2003	2004	2005						
New 1	Right Turn Lane Program - According to the Congestion Management System “Status of the System Report” intersections at various critical locations on the Anchorage transportation network are often the cause of bottlenecks or delays. This program will identify potential project location as well as design and construct the improvements. Funding for the implementation of this program is recommended to come out of the Roadway improvement program (Table 3).	2004 - Design	\$0	\$500 <div>Reduced by \$250k</div>	\$0	\$0	\$0	\$0	\$0	\$0	\$500
2	Anchorage Ridesharing/Transit Marketing - This project funds the operation of the Municipal Share-A-Ride program which promotes, coordinates, and operates an area-wide commuter matching service and a van pool program, and a comprehensive public transportation marketing effort.	2004 - 2009 Programming	\$578	\$610	\$640	\$670	\$670	\$670	\$670	\$0	\$5,488
3	Air Quality Public & Business Awareness Education Campaign - The goal of this program is to further inform the public about air quality issues and what steps people may take to reduce pollution, as well as inform the business community about local air quality issues and steps they can take to reduce air pollution.	2004 - 2009 Programming	\$190	\$500	\$500	\$500	\$500	\$500	\$500	\$0	\$3,565
4	Anchorage Bowl LRTP - Funding for the Anchorage Bowl Long- Range Transportation Plan Update for 2025.	2002-2004 Implementation	\$760 <div>04 funding needed in '03</div>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,010
New 5	Transit Centers/Facilities - this project supports an on-going effort to provide major transit facilities at town centers and major destinations. The Anchorage 2020 / Anchorage Bowl Comprehensive Plan, identified a network of Town Centers intended to function as focal points for community activities with a mix of retail, residential, and public services and facilities, and with pedestrian connections to surrounding neighborhoods and transit.	2004-Con 2005-Con	\$0	\$2,000	\$1,970	\$0	\$0	\$0	\$0	\$0	\$3,970
New 6	Transit Operations Expansion - this three-year demonstration project provides funding for expansion of the People Mover bus system. Improvements include expansion to new areas, implementation of community connector service to serve low density housing, supporting town centers, and implementing memory headways.	2003 - 2005 Implementation	\$1,470	\$1,470	\$1,470	\$0	\$0	\$0	\$0	\$0	\$5,835
New 7	Winter CO Season Free Bus Service - this three-year project provides full subsidy to commuters through their employers during the winter CO season (November 1 - February 28). This program is intended to increase transit ridership in winter months and complements current efforts to promote air quality awareness in the business community. (partially funded in FFY 1999 and 2000)		\$0	\$0 <div>Funding of \$350k, \$380k and \$400k in '04-'06 eliminated in the draft program. Staff recommends funding through other resources.</div>	\$0	\$0	\$0	\$0	\$0	\$0	\$0

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Jan/03 Rank	PROJECT LOCATION	PROJECT PHASING PLAN	PROGRAMMING YEAR , (\$,000)							Est. funding needs after 2009	Estimated total project costs 2001-09
			10/02-9/03	10/03-9/04	10/04-9/05	10/05-9/06	10/05 - 9/05	10/07 - 9/08	10/08 - 9/09		
			2003	2004	2005	2006	2007	2008	2009		
New 8	Midtown District Plan - One of the implementation strategies contained in Anchorage 2020 is the Midtown District Plan. According to the Comprehensive Plan, the Midtown area will be one of the most intensely developed areas of the Municipality and serve as a focal point for office employment, together with supporting retail and commercial development. Specific issues that will be addressed in the Plan include: revisions to land use and design standards, pedestrian access reduced surface parking, transit facilities, traffic patterns, landscaping, signage, open space, public space, and public art. This project will also fund a Household Preference Survery.	2004 - Design	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250

\$125k in '05 funding moves into '04

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			10/02-9/03	10/03-9/04	10/04-9/05	10/05-9/06	10/05 - 9/05	10/07 - 9/08	10/08 - 9/09		
			2003	2004	2005	2006	2007	2008	2009		
9	Private Sector Block Heater Program - Develop a block heater program in which the use of block heaters and electrical outlets are increased. The purpose of this program is to reduce cold start emissions from commuters. \$1,500 originally programmed in FY'04 as this program was slated for completion due to the three-year limitation usage on CMAQ funding. However, staff is researching whether CMAQ funds can be used to fund the program beyond three year limit. Staff is recommending continued fundign of \$500 in FY'05 and FY'06 until a determination is made on this question.	2003 - 2009 Implement	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$500	\$4,915
					Reduced by \$1 million in '04, increased by \$500k in '05 and '06 - see amended project description						
10	Transit Fleet Expansion/Replacement - This project funds three buses annually for expansion of the People Mover system, and replacement of transit buses. Buses have a 12-year useful life cycle. Funding in 2005 starts the two-year procurement process for replacement buses that will be put into service in 2007.	2005 - 2009 Fleet Expansion	\$0	\$0	\$1,100	\$1,100	\$6,600	\$0	\$5,600	\$0	\$15,825
					Phasing moves out one year as staff anticipates that '04 obligation will not be met						
New 11	Repair Effectiveness Improvement Program - Program to improve repair effectiveness, especially on newer model year vehicles. Project will include design, implementation/training, and initial advertising of repair shops (both certified IM facilities and non-certified IM facilities) that employ advanced-trained mechanics. Repair shops will be identified to motorists as the best capable for repairing computerized vehicles (1996 and newer). Year one: design, year two: conduct training, year three or when training completed: begin advertising and program monitoring.	2004 - 2005 Design Implementation	\$0	\$351	\$350	\$0	\$0	\$0	\$0	\$0	\$701
New 12	Sticker Application Program - Program to address the large number of in-use vehicles currently without I/M program windshield stickers, and provide a system where future new vehicles receive a sticker before it is sold. Two primary groups of vehicles do not have stickers, new vehicles that do not yet need to be inspected, and older Diesel vehicles previously inspected by the I/M office and issued an I/M exemption.	2004 - Design	\$0	\$276	\$0	\$0	\$0	\$0	\$0	\$0	\$276
13	Oxygen Sensor Replacement Program - First-year design money to be used to verify strategy & set-up program. Project to enhance benefits of I/M program to increase effectiveness.		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
					Reduced by \$1.6 million and combined into amended project #15						

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			10/02-9/03	10/03-9/04	10/04-9/05	10/05-9/06	10/05 - 9/05	10/07 - 9/08	10/08 - 9/09		
			2003	2004	2005	2006	2007	2008	2009		
14	Youth Employment Program for Transit Stop and Trail Accessibility - This program hires young people (16-21 years old) to improve the safety, usability, and appearance of bus stops. Typical activities include minor construction projects, installation of transit furnishing, clearing and grubbing of landscaping, watering, planting, and snow and ice removal. Youth receiving valuable training in the use of construction equipment to include: snow throwers, weed-wackers, compactors, concrete drills, brick saws, and jack hammers; they learn construction methods, safety, and utility locates prior to construction; landscaping planting and maintenance methods, etc.	2003 - 2009 Implementation	\$142	\$150	\$155	\$160	\$165	\$170	\$175	\$0	\$1,313

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			10/02-9/03	10/03-9/04	10/04-9/05						
			2003	2004	2005						
Amended 15	OBD-IM Performance Tracking/IM Evaluation Program – Program to set up system to track performance of the On-Board Diagnostic (OBD) IM program,evaluate cold weather reduction strategies within IM, and evaluate longevity of IM program Pre-1996 vehicle emissions are recorded at the time of IM testing. For OBD vehicles (1996 and newer) the vehicle’s computer determines pass/fail. This program would allow periodic tests of failing OBD vehicles (e.g., if the vehicle fails the OBD test, its emissions will be tested before the test is concluded and the vehicle is repaired). The vehicles will then be tested after repairs are completed to assist in program performance tracking. Results of the testing can then be used to design program modifications when warranted. Additional testing using a dynamometer will be used to track cold weather emission reductions, OBD performance, and evaluations will be made to determine longevity of IM program effectiveness. Data will also allow verification of modeling efforts and planning documents.	2005 - Design	\$0	\$0	\$1,075	\$0	\$500	\$500	\$500	\$0	\$2,575
New 16	Plug-in Installation at Public Facilities -This program would provide funding for the installation of electrical receptacles at federal, state and local public facilities for employees, students and others that park for extended periods of time and create "cold starts." Funding criteria will be established to assure that only the most cost-effective projects receive funding.	2004-09 Implementation	\$0	\$200	\$0	\$800	\$1,200	\$1,200	\$0	\$0	\$3,400
17	Anchorage School District Compressed Natural Gas Buses - This project is contingent on the success of the CNG pilot program funded in FFY2000 for ASD. Project would provide funding for purchase of 5 dedicated CNG buses in 2006 and 5 more in 2007. Ten buses would be acquired in these years.	2006 - 2007 Purchase	\$0	\$0	\$0	\$500	\$500	\$0	\$0	\$0	\$1,050
18	Anchorage School District (ASD) Indoor Bus Storage - This project provides for the design and construction of a heated indoor storage barn for the ASD bus fleet to minimize diesel cold starts, increase winter warm up time for student comfort and safety. Location to be determined. Project construction to be 50% funded by ASD.	2005 PE/D 2007 - Construct	\$0	\$0	\$500	\$0	\$2,750	\$0	\$0	\$0	\$3,250
Projects with 2003 as last year of funding											
	I/M Evader Sticker Program - Provide additional investigative staff to improve enforcement of I/M Program requirements. Provide repair assistance to ensure failing vehicles, identified through the enforcement efforts, are repaired for those vehicle owners with economic hardships. Last year of funding in 2003.	2001 - 2003 Implementation	\$745	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740
	Automated Operating System [People Mover] - Project automates the operation of the fixed route buses including vehicle location, operating characteristics, customer real-time information, passenger counting equipment & improved management reporting capability. Last year of funding in 2003.	2003 - Implement	\$2,520	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,520
	PM-10 (dust) Control Program - Last year of funding in 2003.	2001 - 2003 Implementation	\$110	\$0	\$0	\$0					
	UAA/Providence Transit Center - See New Project #5	2003 - PE/D/ROW/C	\$865	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$865
	The contingency list of projected for each year will consist of the following year's projects.	ANNUAL TOTALS	\$7,880	\$6,807	\$8,260	\$4,230	\$13,385	\$3,540	\$7,945	\$500	\$60,568
	ANNUAL FUNDING PROJECTIONS FOR ALL TYPES OF NON-NHS PROJECTS [as of May 2003] = approx. \$46.8m in 2004, \$48.1m in 2005, and \$49.4m in 2006.		\$46,449	\$46,800	\$48,100	\$49,400	\$50,800	\$52,300	\$54,300		
	Amount under / (over) projected total CMAQ allocation level		\$38,569	\$39,993	\$39,840	\$45,170	\$37,415	\$48,760	\$46,355		
	Approximate Percent (%) for Congestion Mitigation/Air Quality, FFY2002-2006 = \$3M annually		17%	14%	16%	8%	25%	6%	14%		12%